

HAVE YOU TRIED
"POMRIL"
(PURE APPLE JUICE).
\$4.00 PER ONE DOZ. QUARTS.
\$6.00 PER TWO DOZ. PINTS.
SOLE AGENTS:-
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

JUBILEE
PILSENER BEER
IN HOOK BOTTLES.
PER CASE OF 4 DOZ. QTS. } \$19.
" " " 6 " " " } \$19.
SOLE AGENTS:-
H. PRICE & CO.

No. 13,472 號式十柒百肆千叁萬壹第 日玖十式月叁年柒十二緒光 HONGKONG, FRIDAY, MAY 17TH, 1901. 伍拜禮 號柒十月伍年壹零千九百壹陸港香 PRICE, \$2½ PER MONTH

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central
47

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
FINE OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a49]

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong. [a48]

**HONGKONG HIGHLEVEL TRAM-
WAYS COMPANY, LIMITED.**
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 10 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.
SUNDAY.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.70 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.30 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAY.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38, 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [a208]

**VICTORIA
CYCLE
EMPORIUM.**
THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a speciality.
McKIRDY & CO.
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a248]
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900. [a3102]
WILLIAM MACLEOD, D.D.S.,
DENTIST.
BEACONSFIELD ACADE.
(Opposite Hongkong & Shanghai Bank.)
Hongkong, 10th November, 1900. [a276]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.
ANOTHER FINE COGNAC, \$18.75 per doz.
Less old than the above.
THE ELITE OF WHISKY:-
THE "PALL MALL,"
\$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE WINE, THEY ARE UNEQUALLED AT THE PRICE

AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$16.75 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—
D.O.M.,
\$39.75 PER DOZ.
AGENTS—SIEMSEN & CO., HONGKONG. [a47]

AQUARIUS.
PURE, SPARKLING, TREBLE-DISTILLED
TABLE WATER.
The extreme care taken in the Manufacture of this Water obviates all possibility of its
containing any deleterious matter of any nature whatever. It has the advantage of mixing
readily with Wines and Spirits, without in any way interfering with their character.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
15, Queen's Road,
Hongkong, 16th May, 1901. [a40]

COTTAM & CO.
JUST RECEIVED
MANILA HATS
LADIES' AND GENTLEMEN'S. [a41]

WATKINS, LIMITED
66, QUEEN'S ROAD CENTRAL, HONGKONG

CHEMISTS
AERATED WATER MANUFACTURERS
WINE AND SPIRIT MERCHANTS
CIGAR DEALERS
COMMISSION AGENTS, &c. [a43]

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG. [a44]

THE VICTORIA DISPENSARY
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers [a39]

LANE, CRAWFORD & CO.
BEDSTEADS.
100 BEDSTEADS IN BRASS AND IRON
AND ALL BRASS.
100 WIRE SPRING MATTRESSES.
TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE
OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION
IS INVITED.
LANE, CRAWFORD & CO. [a38]

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.

JUST RECEIVED.
ICE CREAM FREEZERS
ALL SIZES.
Apply to—
G. GIRAULT.
No. 6, QUEEN'S ROAD CENTRAL. [a45]

W. BREWER & CO.
NEW BOOKS AND NEW EDITIONS
by ENGLISH MAIL.
The Englishman in China, by Michie, 2 Vols. ... \$20.00
Malaria, by Angelo Celli, translated by Eyre ... 13.00
The Marine Steam-Engine, by Sennett and Oran ... 14.00
The Story of Alfred the Great, by Hawkins ... 1.50
Five Years in Ireland, by McCarthy, 1895-1900 ... 4.50
Faint Louis (Louis IX of France), by Perry ... 3.00
Highways and Byways in Devon and Cornwall, by Norway ... 3.50
The Dog, by Youatt ... 3.50
Dr. Brewer's Phrase and Fable ... 6.50
Concerning Marriage, by the Author of How to be Happy Though Married ... 0.70
The Pleasures of Life, by Sir John Lubbock ... \$2.25
The Use of Life, by Sir John Lubbock ... 2.25
Reed's Marine Engineering ... 8.50
Bergen's Marine Engineering ... 7.50
Roberts—Forty-one Years in India ... 3.50
Correspondence Respecting the Dis-
turbances in China, Blue Book, 1901 ... 1.00
World Wide Atlas, Keith Johnston's ... 4.50
SWAN FOUNTAIN PENS.
GAME OF KHANHOOD.
WAVERLEY PENS.
WINNOR AND NEWTON'S DRAWING
BOARDS.
TENNIS BALLS.
TENNIS RACQUETS.
GAMES OF ALL KINDS from Glasgow,
AYER'S FORRESTER, &c.
23 & 25, Queen's Road, Hongkong. [a37]

THE CLUB HOTEL, LIMITED.
No. 5-B, BUND, YOKOHAMA.
THE above Hotel, with 70 Rooms, is centrally situated, faces the Harbour, and offers all the
comforts of a home. The Cuisine is in charge of a French Chef. The Manager's wife
devotes herself specially to the welfare of the Lady guests.
All Passenger Steamers are met by the Company's Steam Launch.
Telegrams addressed to "CLUB HOTEL," Yokohama, will ensure the attendance of the
Hotel Commissionaire at the Railway Station to meet arriving guests.
Trains from Yen 4.00 per diem upwards. Special terms for a prolonged stay.
A. H. CAMPBELL,
(Late of the Florence Hotel, Kandy, Ceylon),
MANAGER. [1166]
Hongkong, 3rd May, 1901.

CHAMPAGNE "MONOPOLE."
HEIDSIECK & CO., REIMS.
PURVEYORS to
THE IMPERIAL AND ROYAL COURT at BERLIN.
THE IMPERIAL ROYAL COURT of AUSTRIA.
THE IMPERIAL COURT of RUSSIA.
[a47]

CARLOWITZ & CO. Sole Agents.

**UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED.)**
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD RITCHIE.
[a46] DODWELL & CO., LIMITED, General Manager.

**CANDIDATES FOR POLICE in NAVAL
YARD REQUIRED.** Must be of Good
Character and British Birth, between 25 and
35 years of age.
Apply with Papers to—
**COMMANDER,
H. M. Naval Yard.**
Hongkong, 25th April, 1901. [1106]

NOTICE.
FIRST MATE WANTED for the British
Barque "PRESIDENT."
APPLY ON BOARD.
Hongkong, 13th May, 1901. [1236]

ASSISTANT WANTED by the ROBIN-
SON PIANO CO., LTD.
Apply—
13, QUEEN'S ROAD.
Hongkong, 8th May, 1901. [1204]

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
OF PUBLIC WORKS AND GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [339]

INTIMATION.
GOLD MEDAL PARIS 1878 1889.
of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST.
JOSEPH GILLOTT'S
The Only
Award
Chicago, 1893
Number 1 on USE BY BANKER.
Barrel Pens, 228, 229, 232
Ship Pens, 332, 309, 287, 186,
404, 7,000.
In Fine, Medium, and Broad
Points
PENS.
THE NEW TURNED-UP POINT. [261]

HOTELS.
HONGKONG HOTEL
A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE. [150]

**THE
PEAK HOTEL.**
City Office: 7, Duddell Street. [1905]
HOTEL CRAIGIEBURN.
PLUNKET'S GAF, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [58]

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES by the DAY or MONTH. [51]
THE CONNAUGHT HOTEL
A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate. **A. FONSECA,**
Manager.
Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBOENE, **J. H. DOWNS.**
Proprietor. Manager.
Hongkong, 8th September, 1900. [677]

**"BOA VISTA" HOTEL,
MACAO.**
CHARMING HOTEL for TOURISTS to
Spend a few days in the Holy City.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted)
by the Steamer "HUANGSHAN," Capt. W. E.
CLARKE, leaving Hongkong at 2 P.M., and
Macao at 8 A.M. Connection made at Macao
with Company's Steamer to and from Canton.
Cable Address—"Boavista."
CLARKE & CO.,
Proprietors.
For Terms, apply
906a! **MANAGER.**

WO FAT & CO.
SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [307]

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

In view of recent events and to meet the expressed wish of some of our constituents

CLOSED

THE
HONGKONG DISPENSARY
SODA WATER FACTORY,

although fully confident of the absolute purity of the output from this source.

We are now making Aerated Waters only at our WEST POINT Factory which is openly situated facing the sea, and is the finest and most commodious Soda Water Factory in the FAR EAST.

Orders will be received as usual.

A. S. WATSON & CO.
LIMITED,

AERATED WATER MANUFACTURERS

ESTABLISHED 1841.

Hongkong, 13th May, 1901.

DEATHS.
On the 11th May, 1901, at No. 4, Amoy Road, Shanghai, CHANG BRUN, aged 48 years.
On the 12th May, 1901, at 8.15 a.m., at the General Hospital, Shanghai, PATRICK VINCENT MURPHY, aged 49 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th May, 1901

The telegram from our Shanghai correspondent which reached us on Wednesday night too late to admit of any comment shows that the reports which have been published in the Japanese papers about the difference between Mr. McLEAVY Brown and the Korean Government were not at all exaggerated. We may recapitulate the Japanese official statement of the case, as already quoted in these columns from the vernacular papers. It is said that the Korean Government called upon the Commissioner of Customs to give up his official residence in April last (this should be March), without giving him any notice beforehand. The British Acting Minister to Seoul lodged a strong protest with the Korean Government against this action, and the matter was dropped for the time being. Later, however, the Korean Government sent an official document of a decisive nature, and demanded the transfer of the Customs business and the surrender of the official residence of Mr. McLEAVY BROWN. Mr. BROWN's engagement does not expire for five years; but the Korean Government is using all possible means to compel him to leave their service. The recent demand for the surrender of the Customs business, it is presumed, is intended to enrage Mr. Brown to such an extent that he will throw up his position.

With regard to the above, we were informed last month that the affair had been amicably settled between the British representative and the Emperor of Korea. If this was ever so, it is evident that the settlement was of brief duration, and that the Korean demand was renewed almost immediately. It cannot, of course, be credited that the whole difficulty arose out of a paltry question about the site of Mr. McLEAVY BROWN's house. The able and level-headed Commissioner of Customs has had many enemies around him at Seoul, and in spite of his invaluable services to the Korean Government would a long time ago have been ousted from his post but for the constant support of the British officials. It has been stated, without any proof, however, that the present attack on him was

prompted by his opposition to some proposed financial measures—whether or not the new loan, it was not certain. But all that is definitely known is that great pressure has been brought to bear on the Commissioner. A Seoul telegram, dated 4th May, says that in response to the Government demand for the evacuation of his residence, Mr. Brown has asked for another year, as he cannot procure a suitable building for his house and the office. The Korean Government has refused his request and indicated that they will use force if necessary to carry out their object. Upon this, it is stated, the British Minister telegraphed for a warship, and on the 3rd inst. a cruiser arrived at Chemulpo, bringing the number of British men-of-war there up to three, including H.M.S. *Barfleur*. Should the Korean Government go to the length of force, it was added, British marines would be landed to protect Mr. McLEAVY BROWN, but it was expected that the Government would back down and settle the affair amicably. However, the report from Weihaiwei on Wednesday that a force of 1,500 men, under the command of General DORWARD, was being held ready to embark on H.M.S. *Terrible* for Chemulpo at six hours' notice indicates that the Korean Government has not commenced to back down yet. It must be confessed that it looks almost as if there were some stronger power behind the Koreans in this matter. The Korean Government may have embarked on its suicidal policy on its own initiative, as a result of internal intrigues; but the suspicion is difficult to quiet that the first impulse came from outside.

In the Report just received of the China Association, 1900-1901, the following paragraph deals with the scheme for teaching practical Chinese in England:—"The project, outlined in the last Report, of founding a School of Practical Chinese has been carried into effect. The teachers whom Mr. Brown went out to China to select arrived in July. As the University had not yet been fully constituted, rooms were taken in Vernon Place, and tuition was begun. . . . The organisation of the University having since been completed, application has been made to the authorities for the measure of recognition which the Association was encouraged to expect; and there is reason to believe that a favourable answer will be returned." The Report goes on to say, and everyone, we imagine, will agree, that it is a little remarkable that no previous attempt has been made in England to supply a need long recognised in Paris, Berlin, and St. Petersburg. It is part no doubt of the general neglect of Chinese affairs which has been so marked in England of late years and which has only partly been disturbed by the momentous events of the present crisis in China. The China Association rightly feels some satisfaction at having supplied the defect. It will be noted in an appendix to the Report that subscriptions to the scheme are coming in well, many names well known here appearing on the list. Mr. GUNDEY purposes to devote to this object £500 placed at his disposal last year by members of the Association as a testimonial, and it is evident that there will be no lack of support. Finally we may note that the scheme is intended for every grade of Chinese study, from that of the general learner (whose aim in the majority of cases will be a commercial equipment for the Far East) to that of the sinologist pure and simple.

The Dutch hopper *Port Arthur* arrived early yesterday from Rotterdam, which she left on the 23rd March. She left again for Port Arthur the same day.

Among the arrivals yesterday by the s.s. *China* from San Francisco were the Hon. T. H. Whitehead and Mr. W. A. Rabies, the new U.S. Consul-General at Hongkong.

We have received the Report of the China Association for 1900-1901. We allude to-day to one of the points therein contained, and propose to notice the Report more fully soon.

Steps have at last been taken to construct the Jubilee Road, and for the past month some fifty or more coolies have been engaged at Lap Sap Wan. If the contractors make sufficient haste, there seems to be yet a prospect of its name being associated with our present King, instead of that of our late Sovereign.

The Hongkong investing public will have another opportunity to invest their money. The prospectus of the Batu Kawan Sugar Cultivation Co. appears in another column. The company is being formed for the purpose of acquiring as a going concern the estate known as Batu Kawan, situated in Province Wellesley, opposite to Penang. Messrs. Linstead and Davis are the general managers in Hongkong.

The remaining evidence in the Admiralty suits in which the steamers *Glenlyne* and *Hanchow* are involved was taken before the Chief Justice yesterday, and the proceedings were adjourned till the 26th inst. for the arguments of counsel. To-morrow the Chief Justice will sit in Sessions for the trial of Mills, the Sanitary Inspector, for alleged manslaughter, and Allen, for alleged complicity in the riotous throwing case.

Yokohama is now proud of the possession of two motor-cars.

It is understood that the Government has decided to abandon Knal Lipa as the capital and seat of Government of Palang. The place is considered to be too unhealthy.

We desire to call attention to the concert to be held in the St. Patrick's Club to-morrow evening, beginning at nine o'clock. The concert will be given by the Italian Prof. Carlo Von Jock, who will be assisted by several Italian and English amateurs. The programme includes a Spanish song and dances (in costume), comic songs and dances, an operetta, and a vaudeville entitled *The Two Shoemakers*. As will be seen, several items are novelties in the Colony, and should afford capital entertainment. The prices are popular, and a good audience is looked for.

During the 24 hours ending at noon yesterday there were reported 16 fresh cases of plague (14 Chinese, 2 Europeans), with 14 deaths (13 Chinese, one other European). The corrected figures for the year are:—Cases 504 (Chinese 493, other Asiatics 5, Europeans 5), deaths 475 (Chinese 470, other Asiatics 3, Europeans 2). The two fresh European cases were both in H. M. Naval Yard, the victims being Mr. P. D'Agostini, a senior writer, and Mr. J. Cumiskey, a recently arrived assistant storehouseman, residing at Wild Doll, Wanchai. The latter case was discovered on Wednesday night.

With reference to the statement by a correspondent in our issue of the 14th inst. that dead bodies had been seen by him outside the Central Police Station at two periods during the forenoon of the previous day, we are now informed that the police were fully aware of the presence of the bodies, which were waiting for identification papers before being removed in a dead-box to the mortuary. We do not see why identification should necessarily precede removal to the mortuary. Decency seems to suggest the contrary. It may also be asked how long a body would be allowed to lie in the street in event of non-arrival of the necessary papers.

The Berlin *Post* of the 14th ult. severely rebukes those German journals which in the Russian official statements on China evidence of differences between the Russian and the German Governments. The Berlin journal comments on the Russian account of the circumstances of the appointment of Count von Waldersee to be Commander-in-Chief of the Allied Forces in Chihli, and says that if the suggestion that Count von Waldersee should be appointed Commander-in-Chief had not reached the German Government as expressing the Tsar's wishes, Germany would never have entered upon such a project, and least of all would she have done so if Russia had shown any opposition to the proposal. It was only the desire to meet the wishes entertained in authoritative quarters in Russia which could have induced Germany to permit Count von Waldersee to accept this difficult and responsible position.

A correspondent writes rather indignantly to the *Saturday Review* about an unfavourable comparison of Siam with Japan. He says:—"It should not be said that because Siam possesses no great and well-organised army and no national debt, nor floods the markets of the world with cheap matches and inferior cotton goods, she has shown no signs of advance, or has only assumed a veneer of civilisation for the purpose of hoodwinking the world. In the gentler accomplishments which make for happiness she is past mistress, and combining these with the benefits to be derived from the proper administration of justice, from freedom of education and from the improvement of internal communications, she may in time arrive at a more enviable condition than that enjoyed by many a go-ahead nation of struggling competitors. It is to this end that the King and his Government are now striving to reform the country, an end to which, given freedom from outside interference on the part of filibustering colonial parties or of pedlars determined to force a market for their wares, there is no reason why she should not ultimately attain."

A novel proposition to send to the East a floating exposition of American products is attracting wide attention on the Pacific Coast of America. Mr. George A. Nowhall, President of the San Francisco Chamber of Commerce, said on the subject: "To my mind no more practical method has ever been suggested for introducing American products in foreign lands, and especially in the Far East, where conservative people rarely travel abroad, and can be educated to an appreciation of our goods only by carrying to their very doors examples of what we have to offer them. California and San Francisco would receive especial benefit from such an expedition sent out upon Pacific waters. Fronting us in the Orient are populous countries on the threshold of a mighty development, and presenting almost unparalleled opportunities for the extension of Western commerce. If we do not rise to the occasion, and by all the means at our command demonstrate the superior excellence of American products and manufactures, the European nations will pre-empt the field. The idea of a floating exposition is by no means wholly experimental. Some ten years ago Germany initiated the plan, and demonstrated its efficiency as a means of securing and extending trade. Our country assumes no risk in undertaking an enterprise whose success has already been proved on a small scale by that most practical of nations. It remains for this country to render it effective on a larger and grander scale, insuring a commensurate return."

The *Globe* puts forward a new point of view on the indemnity question. It says:—"Russia's sway over Manchuria was extended by the most drastic and brutal methods. The Chinese saw their country being gradually flooded from them, and hence the outbreak against foreigners, which culminated in the massacres at Peking and elsewhere. For these the policy of Russia must be held entirely responsible; and, strictly speaking, it is to the Government of the Tsar, jointly with that of China, that claims for reparation and compensation should be addressed."

A sporting correspondent writes from England: "The Australians have invigorated the Mother Country into test matches at bowls! I do hope we shall never have test matches at marbles! But really this game of bowls is attaining world-wide popularity. During one of the recent crises in China and Japan a friend of mine had a letter from an Englishman at Shanghai. He did not seem anxious about Russian aggression or English passivity. He merely asked how a man was to stand on the 'footer' to deliver his bowl legitimately." Were our correspondent in Hongkong he might often see a game of bowls delighting a small Chinese audience not far from the centre of this city.

The Penang and Perak papers complain of the "mutton ring" in Penang, which affects both places alike. The *Perak Pioneer* states that a new company has been formed in Penang to import sheep, and will commence operations about two months hence. "The news of this rival mutton company is of considerable interest here," comments the *Pinang Gazette*, "but it is not explained in what manner the sheep are to be brought to Penang. If the decks of Messrs. Apear's boats are under contract to one importer, and if there are no other boats available, we do not see how a new company is to get an opportunity of importing from Calcutta." Obviously the difficulty of fighting rings varies but little in the different parts of the Far East.

POLICE COURT.

Thursday, 16th May.

BEFORE MR. HAZELAND.

BIG SEIZURE OF ARMS.
Mo Kwong, arms dealer, 286, Queen's Road West, who was arrested by Sergeant Watt on the 14th inst., was brought up on remand charged with the unlawful possession of 503 rifles, 192 revolvers, 39 cases and 1,001 rounds of ammunition, and a quantity of caps and bayonets, without a licence from the Captain Superintendent of Police.
The defendant's licence, it appeared, expired on the 10th inst., and was not renewed.
He was fined \$10, but no order was made for the forfeiture of the arms.

IMPUDENT THEFT.
A Chinese milkman with the Dairy Farm Company, accompanied by a friend, went on Wednesday afternoon to a shop in Jervois Street, where he bought a jacket. He carried the jacket in his hand, and near the Ho Shing Theatre it was snatched from him by one of four coolies, who handed the article to a confederate, both then taking to their heels. The owner of the jacket was able to arrest the coolie who snatched the jacket, and gave him into custody.
His Worship sentenced him to one month's hard labour.

BEFORE MR. KEMP.

WATCH SNATCHING.
A scavenger with the 3rd Madras Light Infantry was watching a Chinese festival at Yau-mat on the afternoon of the 15th inst. Suddenly he felt a jerk at the pocket containing his watch, and, on clapping his hand to it, found that the timepiece was gone. He observed a suspicious-looking Chinaman allowing his way out of the crowd, and immediately made after and arrested him. The suspect vehemently protested his innocence when the Indian explained his reasons for detaining him, and made a grab at the pocket of another Chinaman, whom he accused of having stolen the watch. In the midst of the squabble Sergeant MacSwiggan arrived, and both men were taken into custody. The watch was found on neither of them, and had presumably been passed to confederates in the crowd.
When charged, the first defendant persisted in his statement that the second defendant had stolen the watch.
His Worship, however, disagreed on that point with the first defendant, whom he sentenced to two months' imprisonment; the second was discharged. Both had previous convictions against them.

OPIUM PROSECUTION.
Lung Sui, a ship's cook, was convicted of the unlawful possession of seven tins containing 35 taels of prepared opium, and was fined \$500 or four months' imprisonment. He went to prison.

THE MAJESTY OF THE LAW DEFIED.
The driver of ricksha No. 619 has a poor conception of the majesty of the law. On Wednesday afternoon Deputy Superintendent Badley, who wanted to go to Wanchai, hailed him, but the coolie walked unheedingly on. Mr. Badley stopped the ricksha and got in, but its independent driver flung refused to get between the shafts.
His conduct cost him \$5, the price being fixed by the magistrate.

UNLAWFUL POSSESSION.
Lung A Fook and Wu Fat, of occupation and no fixed abode, were charged on remand with unlawful possession of the first defendant of a silver watch valued at \$40 and \$8 in money, and the second of a silk handkerchief of the value of \$8 and \$5.55 in money. They pleaded not guilty.

From the evidence of a witness it appeared that he arrested the second defendant in a pawnshop, where the latter was about to pledge the watch. The defendant told the witness that his uncle had given him the watch to pawn, and said the address of his relative was 86, Queen's Road. On going there the witness saw the first defendant, who explained that he had commissioned the second defendant to pledge the watch, which was bought in Macao for \$8. The defendants were taken to the police station and searched, when the money mentioned in the charge was found in their possession.

The charge against the second defendant was withdrawn; that against the first defendant was modified to one of unlawful possession of the watch, for which he was fined \$50 or 14 days' hard labour. He went to prison.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE ORISIS IN CHINA.

SHANGHAI, 16th May, 7.42 p.m.

THE INDEMNITY QUESTION.

Hsianfu despatches state that the health of the Imperial Court is perfect. The Grand Council proposes to pay the indemnity by an increase of the Customs Tariff, not by the Salt gabelle.

THE EMPEROR'S RETURN.

All the Chinese and Manchurian officials and merchants in Peking are sending a memorial to the Emperor, urging him to return.

REUTER'S SERVICE.

LONDON, 13th May.

SPEECH BY LORD SALISBURY.

Lord Salisbury at a Non-conformist Unionist banquet, said that the past two years had shown that the spirit of our countrymen burns bright. They were ever accustomed to hear suggestions that our star had set, and that we would never fight again, but gross miscalculations had shown the power of England, and that it was a safer place and more secure than before. There was no Power in the world but knows that if it defies England's might it defies one of its most formidable enemies.

LONDON, 14th May.

REINFORCEMENTS FOR THE RUSSIAN FLEET ON THE CHINA STATION.

A *Daily Telegraph* despatch from St. Petersburg states that Russia has ordered two battleships and four cruisers to the China Station in response to a request from Admiral Alekoff for reinforcements.

LORD SALISBURY'S SPEECH.

Lord Salisbury in his speech referred only to the War said to Ireland. He said that these two questions were strains upon the resources of the Empire, and were closely allied. The war had shown the danger of Home Rule by enabling the leaders of the Irish to make hostile preparations.

LATER.

THE CHINESE TARIFF.

Viscount Cranborne states that the British Government has expressed itself opposed to any increase in the Chinese import tariff, beyond raising the duties to actual five per cent ad valorem, except in connection with reforms in the treatment of foreign trade.

EDUCATION AMONG THE CHINESE.

A HONGKONG SCHOOL BOARD.

A project is on foot, and has taken definite shape, among the Chinese in the Colony to provide for the education of the Chinese masses by the endowment of schools to be supported by voluntary donations and subscriptions, and to be made eventually into a corporation. The originator of the scheme is Mr. Ellis Kelly, who has given a first donation of \$40,000. Altogether something like \$80,000 have already been subscribed, and application will shortly be made to the Government to introduce a Bill in the Legislative Council providing for the scheme. The promoters say that it has long been recognized that a large proportion of the population of China have no means of giving any education to their children, though undoubtedly they desire to do so. The object of Mr. Ellis Kelly is, we understand, to establish schools of a purely secular character for the instruction of the Chinese in the Chinese and English languages, and in such other subjects, such as geography, history and science, as might tend towards the establishment of mutual good relations between foreigners and Chinese. The education is to be entirely free; in fact, the prevailing idea is to have a "Hongkong School Board." No other languages but English and Chinese are to be taught, and the remaining subjects will be settled by a Council of Administration. The headmaster and teaching staff are to be engaged in England, and the schools, spread over the various districts, will be managed as nearly on the same lines as the London School Board as can be, without, of course, the visiting and compulsory powers. The schools are to be unsectarian in character; the entire aim being to train and develop the young Chinese mind so as to fit it for the ordinary requirements of modern social and commercial life. The project has found considerable favour among the most influential Chinese in the Colony, who have lavishly given or promised pecuniary support to it.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Natal*, with the next French mail, will leave Saigon to-day, at 11 a.m., for this port.

The C. P. R. steamer *Empress of India* arrived at Vancouver at 3.30 a.m. on the 15th inst.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Kobe via Moji for this port on the 15th inst. a.m., and is expected to arrive here on the 22nd inst. a.m.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MUNICIPAL FREEDOM.

TO THE EDITOR OF THE "DAILY PRESS."

16th May.
SIR.—The contribution of "Scrutator" in your issue of this morning is one of the best things you have given us for a long time. The subject matter is of the most pressing importance at the present time, and I trust your readers all over the Colony will interest themselves in it, to the extent at least of giving whatever public support may be required of them, to any intelligent movement for the mitigation of the evils described.

There is grave danger that one and all of us, as a community, may rest contented—or discontented rather—feeling that expression has been given, not only now, but from time to time for years back, to our complaints, and recognising the apparent uselessness of further action, hesitate to bestir ourselves about a remedy. But is it not possible that something may be done? Seeing what is taking place in Australia now, and what our Government at home is prepared to do in South Africa when opportunity offers, let us take heart, and make an effort in the belief that we have not yet as a community done all that we might have done in this matter.

Let us have public meetings; let us obtain the views of the European, and especially of the British, residents on the matter of Municipal Councils, etc., and let us make one representation to the Government at home, and see whether a deaf ear will be turned to Hongkong.

Personally, I am not in a position to vouch for your contributor's remarks re the Government of the Straits and Shanghai, not having lived in those places, but his description of the state of things in Hongkong is not a bit exaggerated, and I have no doubt his remarks on those other places are also correct.

With a strong backing up from the local Press, I fully believe an agitation could now be started which would ere long result in a greatly improved system of Government in our midst.

—Yours, etc.,
M.

[We are compelled through want of space to hold over other correspondence on this subject.—Ed. D.P.]

UNSURFACED ROADS.

TO THE EDITOR OF THE "DAILY PRESS."

15th May.

SIR.—In Mr. Ormsby's mention of the achievements of the P.W.D. in Hongkong he says that "Sections 4 and 5 . . . have come into full use, although the roadways are 'unsurfaced.'" That is a soft and innocent sounding word that covers a goodly measure of non-performance. The sections referred to are in the neighbourhood of the steamer wharves and at certain times of the day carry probably the heaviest traffic, and are in the worst condition of any roads in the Colony. If the Acting D.P.W. has not lately visited that locality I suggest that if he would take a trip there in a hired ricksha after the next heavy fall of rain he would I think spend an interesting quarter of an hour watching those much-enduring beasts of burden, the ricksha coolies, laboriously navigating their vehicles through the "Slough of Despond" which stands for the road, striving to keep their wheels on the ridges which serpentine through the mucky expanse, and expending their daily quota of strength in much needless exertion.

There also he shall see the goods-carrying trucks from the Bonham Strand region, overloaded and undermanned, at times seemingly hopelessly bogged, but coaxed along by manœuvring one wheel on to a comparatively firm spot, and with that as a centre and mighty taggards describing a geometrical curve with the other through the six or eight inches of tenacious mud, to the great demoralisation of the wheels, and the consumption of very much unnecessary time on the journey.

The foot-passengers may be pleasantly reminded of their earlier days amid the idyllic scenes of their ancestral villages in the New Territory or elsewhere by the unctuous slush spread for them to wade through or hop over, but after dropping an umbrella or other belonging in the mud the look of restrained pleasure with which they survey the delicate terra-cotta tint taken on by the article between the time of quitting their hand and its recovery, ceases to be indicative of delight.

It is no doubt a little difficult to arrange a remedy, but it has now been in the same state for a long time, and something might have been done to mitigate the mess. The condition of the road is nothing short of disgraceful a mélange of broken stones, spars, boulders of granite, building materials, and mud, mud, mud.

Should the D.P.W. act on my suggestion, it would be well for him to approach by the old Praya and time his visit at low tide; then, when "the light wings of Zephyrus oppressed with perfume" flap faintly over the expanse of black awfulness that stretches out in front of the Central Market, the bouquet which will diffuse itself around him at the east end of the Market farther on will be a revelation and an inspiration, chiefly the latter, to him. Indeed it would be a good thing if the whole P.W.D. staff were to invite themselves down sometime to enjoy the aroma and see what they think of it.—Yours, etc.,

M. UD.

SPURIOUS MILK.

TO THE EDITOR OF THE "DAILY PRESS."

Macao, 15th May.

SIR.—Being a constant reader of your valuable paper, I was very pleased to see in to-day's issue that the Sanitary Board had

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor; 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Ac-
cured Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Niole.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 100 House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also coloring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Cl. also Wanchai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND,
43 and 45, Des Voeux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

EDROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

FROM
PORTSMOUTH
TO
PEKING
VIA
LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS:—
From England to the Cape, and Crossing the
Line—The Naval Brigade in South Africa.
(Boer War, 1899-1900)—OF to the Front
(Colonel)—Spion Kop—Val Krantz—
Final Operations and Relief of Ladysmith.
—From the Cape to China—Naval Brigade
in North China with the Allied Forces—
To the Relief of Peking—Summary of
Siege—Appendix.

On Sale at
"DAILY PRESS" OFFICE, LOCAL BOOK-
SELLERS, SOLDIERS' CLUB, SOLDIERS'
and SAILORS' HOME, ROYAL
NAVAL CANTEN.

Price 3s per Copy Paper Covers; 3s.50 in
Boards.
Hongkong, 18th March, 1901. [782]

QUAN WAH & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [1044]

SIEN TING
SURGEON DENTIST,
No. 10, D'Aguilar Street.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [832]

SCIENTIFIC MISCELLANY.

A NEW MATERIAL IN THE ARTS—PSYCHOLOGY
OF THE ALCOHOL HABIT—ROTATION BY
ELECTRIC SPARKS—SATURN'S SIZE—BUT-
TERFLIES FOR PARKS—AN INGENUOUS
SPIDER—FEAT WOOD—A RARE QUADRUPEL
—HEAT-RESISTING FLEXIBLE TUBING—
WATER VAPOR FORMATION IN COOLING
SUNGS—ELECTRIC ARC AS A MUSICAL
INSTRUMENT—WHAT IS HUNGER?

Vitrified quartz is slowly coming into use
for scientific apparatus. This material is pre-
pared by repeatedly heating quartz to redness
in a crucible and plunging it into water, and in
it a great difficulty of working quartz—that
of splintering on heating—is overcome. The
substance is built up into tubes, etc., bit by bit,
only the small portion in the hottest part of a
blowpipe flame being fused at once. The
material combines the useful properties of
platinum and glass, being only moderately
softened at the melting point of platinum,
and having the advantage over glass of
being so little affected by changes of tem-
perature that red-hot vessels may be plunged
into cold water or even liquid air without injury.
The tensile strength of quartz is equal to that
of steel. The fineness of the fibres from it is
astonishing, and it has been demonstrated that
a cubic inch could be drawn into a thread long
enough to encircle the earth 650 times. A
lately exhibited quartz thermometer, measuring
up to 1,000 C., had been plunged 100 times into
boiling water, 160 times into boiling aniline
and 50 times into boiling sulphur, without sign
of damage. Quartz apparatus is costly, but it
is stated, will soon be cheaper than platinum.

Craving for alcohol seems to be much more
rare than is generally believed. Mr. G. E. Part,
ridge having found no evidence of it in 58 out
of 65 cases of drunkenness. The chief cause of
drinking is a social one—a desire for increasing
companionship and putting off reserve, and for
excitement, experience and abandon. A minor
motive is to banish pain, fatigue or trouble, or
to increase courage or steady the nerves for
unusual strain. Tests of the effect of small
doses of alcohol on mental and muscular working
power generally showed an increase for half an
hour to two hours, but this was followed by a
decrease.

In a new automatic fire-alarm an undue rise
of temperature in the building closes the circuit
of an electric battery, and this sets fire to a
Bengal light conspicuously displayed on a
cornice or other place on the outside.

A curious propulsion by electric sparks has
been recorded by Mr. Alfred G. Doll. In his
experiments, he has supported a shell-shaped disc
of mica on a vertical axis, placing it close above
the spark-gap of an induction coil, and has
found a tendency of the disc to rotate when
sparks are passed beneath one edge. The
phenomenon—and especially the direction of
rotation—seems to be greatly affected by the
amount of moisture in the air. No satisfactory
explanation has been reached, as it appears that
a variety of causes—including bombardment
by negatively electrified particles, as in the
Crooke's tube—might be made to account for
the motion.

Recent measurements of Saturn show that
the outer ring, with a total width of 11,850
miles, has an external diameter of 173,299 miles.
The central ring, 17,180 miles wide, is 145,830
miles in outside diameter. The planet's
equatorial diameter is 74,950 miles; polar di-
ameter, 67,350 miles. The diameter of satellite
Titan is 2,100 miles. Saturn's mean density is
calculated to be 0.679 that of water.

Caterpillar plagues have no terrors for the
well-known publisher who has proposed rearing
butterflies in the London parks. The Peacock,
Red Admiral and Tortoiseshell butterflies have
been selected, and it is said that these species
will require simple plantations of the common
stinging nettle. It is urged that the presence
of these beautiful insects will please the eye
and prove very gratifying to naturalists.

The unique observation has been made in
Western Australia of a trap-door spider that
utilized in its building operations a shilling it
had found. The coin formed a neat lid for the
creature's burrow, and on top was covered only
with silk thread, but underneath had the usual
convex coating of mud and silk. The typical
door of these nests consists of earth-pellets stuck
together with silk.

Solignum, the invention of a Copenhagen
chemist, is an asphalt imitation of rubber. It
is claimed to be useful for linoleum, overcloths,
insulators, etc., and as a paint, and that it is
perfectly water-proof.

Past is being made to serve in place of wood
in other ways than as fuel. A new Austrian
product is "peat wood," which is made to
imitate all kinds of wood from willow to oak,
and is claimed to have special advantages for
street-paving and railroad sleepers. In moist
soil it steadily hardens through the formation
of calcareous hydroxide of alumina. The
material is therefore improved by conditions
that cause natural wood to rot, it firmly retains
screws and nails, does not warp, and is ex-
ceedingly durable. An extensive development
of its manufacture in suitable localities is
predicted.

The white rhinoceros of Africa is nearer
extinction than even the American bison. A
party of horsemen in Natal lately approached
a small herd of these giant quadrupeds to within
a few yards, and saw a total of eight individuals
—two adult males, four females, and two young
ones. It was thought probable that the same
region contained one or two more. The maxi-
mum estimate was ten, however, and a few
specimens doubtfully believed to exist in the
Umbos chain may bring the number of
survivors up to about twenty.

A rubber tubing that is not readily damaged
by heat has been brought out by a firm near
Berlin. The ordinary tubing is given a covering
of asbestos, which in turn is coated with
incombustible paint, and such tubes are not
liable to injury from accidental contact with
flame or hot dishes. The tubing remains
pliable, and may be bent as before.

On the cooling of such hot stars as our sun,
M. J. Janssen points out, there must come a
point at which the hydrogen and oxygen will
suddenly combine. The union would bring an
enormous and sudden increase of temperature
and of light, and this is suggested as a possible
explanation of the new star in Perseus. The
rays of the spectrum should be greatly enlarged
—just as has been observed.

The electric arc as a musical instrument has
been studied by Mr. W. Duddell, a London
electrician. Solid, homogeneous arc-light car-
bons proved to be capable of emitting musical
sounds, but the cored carbons were absolutely
silent. The sound was varied by a shunt placed
across the carbons, this having the same effect
as the fingers and keys upon a flute. To
illustrate a lecture, four arcs were arranged in
series to increase the intensity of the sound,
and, by varying the self-induction and capacity
in the shunt circuit by means of a keyboard of
two octaves, the experimenter was able to play
a popular air. The electric arc was also made
to serve as a telephone receiver.

The sensation of hunger has not been easy
to explain. The new theory of a German
physician is that it is due to emptiness of the
blood-vessels of the stomach, and it is pointed
out that hunger is appeased with the rush of
blood to the stomach following the taking of
food and beginning of digestion. In many
anemic patients, who have no appetite when the
stomach is empty, the blood-vessels of the
stomach are really congested instead of being
empty. Lack of blood in the stomach, in health,
acts on a special nerve, which is a branch of the
same nerve-trunk as the nerves of the mouth
and tongue. A stimulus applied to the tongue,
as by a spice, thus increases appetite, while
diseases affecting the nerves of the tongue may
produce loss of appetite, even when the stomach
is empty.

A marked and permanent rise in the Dead
Sea, causing the formation of a broad lagoon
on the north side of the Jordan delta, is
attributed to the raising of the entire bottom
by volcanic action.

FLIES AND WORSE THINGS.

A fly alights on your finger tip; the brain is
instantly informed of it; the fly is shaken off.
That is the nerve telegraph.

You lift a piece of meat on a fork, put it in
your mouth, then chew and swallow it. In a
few hours that meat, or part of it, is trans-
formed into bone and muscle. Imagine an old
house, having the power to get rid gradually
(so as to leave no holes) of the old bricks, and
to put new ones in their places! You would
like to own such a jolly good house as that.
What a blessed saving in the cost of repairs!
I should say so. Houses, however, are not
endowed with that faculty. Worse luck for
the carpenters, masons, and bricklayers if they
were.

The human body nevertheless builds itself.
Its organs constitute a genuine community.
They all work together—each for the good of
all the rest—just as a church choir, having
caught the keynote, sings in harmony. Abuse
or insult one of them and others immediately
take up his quarrel—like the dear old dog that
fights for his master without bothering his
head as to the merits of the row. Perhaps,
knowing this, we can better come at the mean-
ing of the trouble a certain woman had, who is
kind enough to have written about it to let us
print her letter here.

"I often fell down quite powerless," she says,
"and was never sure of my footsteps." What
ailed her? She was not lame; she had received
no injury to her limbs. Why then should she
have been doubtful where her feet would fall?

In broad daylight, too, and on a smooth floor.
Hear the words of a great doctor, describing
the signs of a particular malady. "There is
a difficulty in walking," he says, "and an in-
ability to stand steadily with the feet together.
Sometimes the patient feels as if the ground
were always soft; and again the muscular sense
is impaired, so there is hesitation in telling the
difference in weight between things taken in
the hand—even when one is light and the other
quite heavy. The eyesight becomes affected, so
the patient cannot be sure how near or how far
away an object is, or its colour. Some feel as
if a cord were tied tight around the body, or
around a leg or an arm."

The lady alluded to had one, and perhaps
others, of these feelings. "I was more or less
ill," she says, "for many years. Much of
the food I took turned sour on my stomach. I
was troubled with flatulence, and frequently threw
up a fluid of a biting nature, and a bitter taste.
In October, 1885, a dreadful pain struck into
my right hip. I was in great agony and could
scarcely move a step for fear of falling."

On account of a pain in the stomach, which
at times was nearly unbearable, I got but little
sleep. One after another I consulted five
doctors, none of whom did me any good. In
this state I remained five years, suffering be-
yond all I am able to set forth in writing or in
poese.

"Then I read of Mother Seigel's Syrup and
got a bottle from Mr. Roberts, the Chemist at
Llanfairfechan. That single bottle relieved me.
I could eat and sleep better, and began to
have the natural use of my legs. Under the
influence of this medicine I was not long before
all pain left me and I could walk with ease."
Besides this special benefit, my general
health was better than it had been for many
years. Thanks to Mother Seigel's wonderful
remedy I am now in good health." (Mrs.)
Catherine Jones, Orient House, Llanfairfechan,
North Wales, June 30, 1893.

Our correspondent had been afflicted with
indigestion—often called chronic dyspepsia
when it lasts long enough. The acid poisons
created by this had reached every part of her
body. Between the want of nourishment and
the effect of the poisons the nerves of motion
and the nerve of sensation were starved and
disordered. Hence the sleeplessness, the agony
in the hip (probably sciatica), and the difficulty
in walking. Her escape from worse troubles
was providential indeed.

As has been said, the source of the ailments,
which so pained and distressed this lady, was
the diseased digestive organs—especially the
stomach and liver. They supply the elements
of life and health; and when they are out of
order the body languishes and cries out in its
misery, like one in a dungeon without food or
drink. The virtue of Mother Seigel's Syrup
resides in its power to rectify the digestion,
which is practically the chief thing to do. [60]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN THAT THE
SIXTEENTH ANNUAL ORDINARY
GENERAL MEETING of the Company
(since its registration), will be held in the
Board Room, at the Hongkong Dispensary, on
WEDNESDAY, the 22nd instant, at TWELVE
O'CLOCK NOON, for the purpose of receiving
the Report of the General Managers, together
with a Statement of Accounts to the 31st
December, 1900.

The REGISTER of SHARES will be
CLOSED on THURSDAY, the 16th inst.,
until SATURDAY, the 25th instant, both
inclusive, during which period no Transfer
of Shares will be registered.

By Order,

A. H. MANCELL,
Secretary.

Hongkong, 8th May, 1901. [1206]
THE WANCHAI WAREHOUSE AND
STORAGE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT AN
EXTRAORDINARY GENERAL
MEETING of the above Company will be held
at the Office of the undersigned, No. 5,
Queen's Road Central, Hongkong, on
THURSDAY, the 22nd of May, at 3 o'clock
in the Afternoon, for the purpose of consider-
ing and (if thought fit) approving of an offer
for the Sale of the whole of the Company's
property on Marine Lot No. 29, and Island
Lots No. 438-42, 613-615 on terms and con-
ditions which can be ascertained upon enquiry
from the undersigned.

MEYER & CO.,
General Managers.

Hongkong, 15th May, 1901. [1265]
UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per
Cent upon Contributions for the year
1900, has been declared.

Warrants will be issued on the 1st May.

By Order of the Board.

W. J. SAUNDERS,
Secretary.

Hongkong, 19th April, 1901. [1062]
CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT THE

No.	Shares.	Numbered.	In the name of
1	10	51	Anthony Babington, Esq.
2	10	61	Do.
3	10	71	Do.
4	10	81	Do.
5	10	91	Do.
6	10	101	Do.
7	10	111	Do.
8	10	121	Do.
9	10	131	Do.
10	10	141	Do.
11	10	151	Do.
12	10	161	Do.
13	10	171	Do.
14	10	181	Do.
15	10	191	Do.
16	10	201	Do.
17	10	211	Do.
18	10	221	Do.
19	10	231	Do.
20	10	241	Do.
21	10	251	Do.
22	10	261	Do.
23	10	271	Do.
24	10	281	Do.
25	10	291	Do.
26	10	301	Do.
27	10	311	Do.
28	10	321	Do.
29	10	331	Do.
30	10	341	Do.
31	10	351	Do.
32	10	361	Do.
33	10	371	Do.
34	10	381	Do.
35	10	391	Do.
36	10	401	Do.
37	10	411	Do.
38	10	421	Do.
39	10	431	Do.
40	10	441	Do.
41	10	451	Do.
42	10	461	Do.
43	10	471	Do.
44	10	481	Do.
45	10	491	Do.
46	10	501	Do.
47	10	511	Do.
48	10	521	Do.
49	10	531	Do.
50	10	541	Do.
51	10	551	Do.
52	10	561	Do.
53	10	571	Do.
54	10	581	Do.
55	10	591	Do.
56	10	601	Do.
57	10	611	Do.
58	10	621	Do.
59	10	631	Do.
60	10	641	Do.
61	10	651	Do.
62	10	661	Do.
63	10	671	Do.
64	10	681	Do.
65	10	691	Do.
66	10	701	Do.
67	10	711	Do.
68	10	721	Do.
69	10	731	Do.
70	10	741	Do.
71	10	751	Do.
72	10	761	Do.
73	10	771	Do.
74	10	781	Do.
75	10	791	Do.
76	10	801	Do.
77	10	811	Do.
78	10	821	Do.
79	10	831	Do.
80	10	841	Do.
81	10	851	Do.
82	10	861	Do.
83	10	871	Do.
84	10	881	Do.
85	10	891	Do.
86	10	901	Do.
87	10	911	Do.
88	10	921	Do.
89	10	931	Do.
90	10	941	Do.
91	10	951	Do.
92	10	961	Do.
93	10	971	Do.
94	10	981	Do.
95	10	991	Do.
96	10	1001	Do.
97	10	1011	Do.
98	10	1021	Do.
99	10	1031	Do.
100	10	1041	Do.
101	10	1051	Do.
102	10	1061	Do.
103	10	1071	Do.
104	10	1081	Do.
105	10	1091	Do.
106	10</		

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	---	S. Barnham	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON	CAUCHAS	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	DARDAENUS	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 11th June.
LONDON	MACHAON	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 25th June.
BRUSSELS, VIA PORTS OF CALL	PROMETHEUS	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 8th July.
MARSEILLES, &c., VIA PORTS OF CALL	PREUSSSEN	Ger. str.	---	---	MELCHERS & CO.	On 29th inst., at Noon.
MARSEILLES & LONDON, &c., V. SINGAPORE, &c.	INDUS	Brit. str.	---	---	MELCHERS & CO.	On 30th inst., at 1 P.M.
MARSEILLES & LONDON	CEYLON	Brit. str.	---	---	MELCHERS & CO.	On 31st inst., at Daylight.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	---	---	MELCHERS & CO.	On 24th inst.
HAVRE & HAMBURG	WITENBURG	Ger. str.	---	---	MELCHERS & CO.	On 31st inst.
THIESTE, &c., VIA PORTS OF CALL	GISELA	Aus. str.	---	---	MELCHERS & CO.	On 10th June.
NEW YORK VIA PORTS & SUEZ CANAL	ABDI	Brit. str.	---	---	MELCHERS & CO.	To-morrow, P.M.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	---	---	MELCHERS & CO.	On 24th inst.
NEW YORK VIA SUEZ CANAL	ARARA	Brit. str.	---	---	MELCHERS & CO.	On 25th June.
VANCOUVER, VIA MOJI, &c.	ATHENIAN	Brit. str.	---	---	MELCHERS & CO.	On or about 1st Aug.
VANCOUVER, VIA SHANGHAI, &c.	EMPERESS OF CHINA	Brit. str.	---	---	MELCHERS & CO.	On or about 1st June.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TACOMA	Brit. str.	---	---	MELCHERS & CO.	On 5th June.
PORTLAND (OR.)	KNIGHT COMPANION	Brit. str.	---	---	MELCHERS & CO.	To-day.
SAN FRANCISCO VIA AMOY, &c.	CHINA	Jap. str.	---	---	MELCHERS & CO.	On 26th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	---	---	MELCHERS & CO.	On 26th inst., at Daylight.
SAN DIEGO, &c., VIA MOJI, &c.	BEIGAN KING	Jap. str.	---	---	MELCHERS & CO.	On 10th June.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	---	---	MELCHERS & CO.	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	---	---	MELCHERS & CO.	On 30th inst., at 5 P.M.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	---	---	MELCHERS & CO.	On 10th June.
KOBE & YOKOHAMA	INDIA	Aus. str.	---	---	MELCHERS & CO.	On 22nd inst., P.M.
KOBE & YOKOHAMA	PEKIN	Brit. str.	---	---	MELCHERS & CO.	On or about 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	---	---	MELCHERS & CO.	On or about 24th inst.
MOJI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	---	---	MELCHERS & CO.	On 21st inst., at Noon.
WEIHAWEI, CHEFOO & NEWCHWANG	MIKE MARU	Jap. str.	---	---	MELCHERS & CO.	On 19th inst.
SHANGHAI	NANCHANG	Brit. str.	---	---	MELCHERS & CO.	To-day, P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MELPOMENE	Brit. str.	---	---	MELCHERS & CO.	On or about 20th inst.
SHANGHAI	NATAL	Brit. str.	---	---	MELCHERS & CO.	On or about 24th inst.
SHANGHAI & JAPAN	PANAMA MARU	Brit. str.	---	---	MELCHERS & CO.	On or about 31st inst.
AMOY & SHANGHAI	JAVA	Brit. str.	---	---	MELCHERS & CO.	On 10th inst.
FOOCHOW VIA SWATOW & AMOY	WOSUNG	Brit. str.	---	---	MELCHERS & CO.	On 22nd inst., at Daylight.
SWATOW, AMOY & TIANJIN	ANPING MARU	Jap. str.	---	---	MELCHERS & CO.	On 28th inst., at Daylight.
TAMU VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	---	---	MELCHERS & CO.	On 26th inst.
MANILA	MAIDZUBU MARU	Jap. str.	---	---	MELCHERS & CO.	To-day, at Noon.
MANILA	LOONGSANG	Brit. str.	---	---	MELCHERS & CO.	On 21st inst.
MANILA	DIAMANTE	Brit. str.	---	---	MELCHERS & CO.	On 24th inst., at 4 P.M.
MANILA	SUNGKIAN	Brit. str.	---	---	MELCHERS & CO.	On 10th June.
MANILA	KASUGA MARU	Brit. str.	---	---	MELCHERS & CO.	On 21st inst., at 3 P.M.
MANILA	CHANGSHA	Brit. str.	---	---	MELCHERS & CO.	On 24th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	SUIHANG	Brit. str.	---	---	MELCHERS & CO.	On 24th inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	---	---	MELCHERS & CO.	On 24th inst., at Noon.

SHIPPING.

ARRIVALS.
May 15, ELBA, German str., 1,702, Schwanndt, Canton 14th May, Ballast.—JESSEN & Co.
May 16, CHINGPING, German steamer, 1,049, Newman, Canton 15th May, General.—CHINESE.
May 16, PORT ARTHUR, Dutch hopper, 255, Karst, Rotterdam 23rd March.—DODWELL & Co., Ltd.
May 16, TAICHOW, German str., 850, W. Reher, Bangkok 6th May, Rice and Wood.—BUTTERFIELD & SWIRE.
May 16, SABINE RICKENS, British str., 690, Nabseth, Swatow 14th May, Ballast.—ARMHOLD, KARBURG & Co.
May 16, CHINA, American str., 3,187, W. B. Seabury, San Francisco 17th April and Shanghai 14th May, Mails and General.—P. M. S. S. Co.
May 16, GISELA, Australian str., 2,670, Mosca, Kobe 9th May, General.—SANDER, WIELER & Co.
May 16, CLARA, German steamer, 675, Hansen, Haiphong 12th May and Hoihow 15th, General.—JESSEN & Co.

DEPARTURES.
May 16, CANBERRA CITY, Brit. str., for London.
May 16, MACHAON, British str., for Shanghai.
May 16, CANTON, British str., for London.
May 16, ARIAKE MARU, Jap. str., for Karatsu.
May 16, LYBMOON, German str., for Shanghai.
May 16, SARNIA, German str., for Moji.
May 16, PRESIDENT, British str., for Sarawak.
May 16, PORT ARTHUR, Dutch hopper, for Port Arthur.
May 16, HSIEH HO, British str., for Canton.

VESSELS IN DOCK.
Kowloon Dock—U.S.S. Denington, Hang-chow, Compagnie des Messageries Maritimes, Nanchang, Kiang Tung, Meade, Newark, Saturn, Union, Haiching, Hongkong Maru, Hanio, Glenpie, Fei Hoo.
Cosmopolitan Dock—Colonies, Petriana, Bergakua.
The German steamer Taichow, from Bangkok 6th May, had fine weather and heavy N.E. swell from Padaran to port.

SHIPPING REPORT.
The German steamer Taichow, from Bangkok 6th May, had fine weather and heavy N.E. swell from Padaran to port.

VESSELS ON THE BERTH
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 20th May, 1901, at 1 P.M. the Company's Steamship "INDUS," Captain Riquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Polynesia, which vessel takes on her Passengers and Mails, leaving the port on the 1st June, direct to Suez, Port Said and Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 19th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 8th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"INDIA."
Captain Ghezzi, will leave for the above places on WEDNESDAY, the 22nd inst., P.M.
For Freight, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 16th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above on TUESDAY, the 21st inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th May, 1901.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above TO-DAY, the 17th inst., at Noon.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI.
THE Company's Steamship

"MELPOMENE."
Captain Matovich, will leave for the above place TO-DAY, the 17th inst., P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 13th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.
Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY
operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION" between HONGKONG, PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship
"KNIGHT COMPANION" will be despatched for Portland (Or.) TO-DAY, the 17th May.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information communicate with or apply to
ALLAN CAMERON, General Agent, or to
SHEWAN, TOMES & Co., Agents.
Hongkong, 14th May, 1901.

STEAM FOR
SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and AFRICAN PORTS.)
THE Company's Steamship

"GISELA."
Captain Mosca, will be despatched as above TO-MORROW, the 18th May, P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 11th May, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.
THE Company's Steamship

"NATAL."
Captain Bonis, will be despatched for the above ports on or about MONDAY, the 20th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 14th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above on TUESDAY, the 21st inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above on TUESDAY, the 21st inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above on TUESDAY, the 21st inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above on TUESDAY, the 21st inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	MOJI, KOBE and YOKOHAMA.	TUESDAY, 21st May, at Noon.
M. Yagi	KOBE and YOKOHAMA.	FRIDAY, 24th May, at DAYLIGHT.
WAKASA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 24th May, at NOON.
J. B. Macmillan	HAMA	FRIDAY, 24th May, at NOON.
ROSETTA MARU	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 24th May, at NOON.
N. Tate	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND and TOWNVILLE and BRISBANE.	FRIDAY, 24th May, at 4 P.M.
HIROSHIMA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 31st May, at DAYLIGHT.
S. Yoshizawa		
KASUGA MARU		
H. Fraser		
INABA MARU		
W. Bainbridge		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.
A. S. MIHARA, Manager.
Hongkong, 29th April, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
KOBE	PEKIN	About 23rd May	Freight only.
SHANGHAI	PANAMA MARU	About 24th May	Freight or Passage.
LONDON, &c.	BENGAL	Noon, 25th May	See Special Advertisement.
SHANGHAI AND JAPAN	JAVA	About 31st May	Freight or Passage.
PAN	H. W. Gordon, R.N.E.	May	
MARSEILLES AND LONDON	CEYLON	About 1st June	Freight or Passage.
	W. Hayward, R.N.E.	June	

For Further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 24th April, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAYRE & HAMBURG	On 24th May
Capt. Wagner	(Calling at Singapore)	
SEGOWIA	HAYRE & HAMBURG	On 31st May
Capt. Foerck	(Calling at Singapore and Penang)	
WITTENBERG	HAYRE & HAMBURG	On 10th June
Capt. Hempel	(Calling at Singapore and Colombo)	

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

Hongkong, 30th April, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th June, 1901.
"EMPERESS OF INDIA," Comdr. C. P. Marshall, R.N.R., WEDNESDAY, 26th June, 1901.
"EMPERESS OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows—
"ATHENIAN" 3,882 Tons, Comdr. H. Movatt. On or about 1st June.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passages, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 16th May, 1901.

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSSEN (Hamburg-Amerika Linie)	WEDNESDAY 29th May
SACHSEN (Hamburg-Amerika Linie)	THURSDAY 13th June
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY 27th June
BAYERN (Hamburg-Amerika Linie)	THURSDAY 11th July
STUTTGART (Hamburg-Amerika Linie)	THURSDAY 25th July
KONIG ALBERT (Hamburg-Amerika Linie)	THURSDAY 8th August
PRINZESS IRENE (Hamburg-Amerika Linie)	THURSDAY 22nd August
PRINZ HEINRICH (Hamburg-Amerika Linie)	THURSDAY 5th September
PREUSSSEN (Hamburg-Amerika Linie)	THURSDAY 19th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 2nd October
SACHSEN (Hamburg-Amerika Linie)	WEDNESDAY 16th October
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 30th October
AYERN (Hamburg-Amerika Linie)	WEDNESDAY 13th November
AYERN (Hamburg-Amerika Linie)	WEDNESDAY 27th November

ON WEDNESDAY, the 29th day of May, 1901, at Noon, the Steamship "PREUSSSEN" of the NORDDEUTSCHER LLOYD, Captain E. Pruth, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 27th May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 28th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th May.

Contents of Packages are required. No Parcel Receipts will be signed for more than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewards.
Linen can be washed on board.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO., AGENTS.

Hongkong, 16th May, 1901.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND T

VESSLS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	On 18th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 28th May.
LONDON	"DARLANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 8th July.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"WOOSUNG"	On 19th May.
WEIHAIWEI, CHEFOO & NEW CHANG	"NANCHANG"	On 19th May.
MANILA	"SUNGKIANG"	On 21st May.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWN SVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th June.
MANILA	"CHANGSHA"	On 10th June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th May, 1901.

TOYO KISEN KAISHA.

TOSAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	STEAMERS	TO SAIL
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	"HONGKONG MARU"	SATURDAY, May 18, 1901, at DAYLIGHT.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	"NIPPON MARU"	TUESDAY, June 11, 1901, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	"AMERICA MARU"	THURSDAY, July 4, 1901, at NOON.

The Twin-Screw Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 18th May, 1901, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to Government officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 24th April, 1901.

NATAL LINE OF STEAMERS.

The undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE POINT every fortnight. For Freight and further particulars, apply to—

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1899.

VESSLS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	STEAMERS	TO SAIL
"CHINA"	"CHINA"	SATURDAY, 25th May, at NOON.
"DORIC"	"DORIC"	SATURDAY, 1st June, at NOON.
"PERU"	"PERU"	TUESDAY, 18th June, at NOON.
"COPTIC"	"COPTIC"	THURSDAY, 27th June, at NOON.
"CITY OF PEKING"	"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELE"	"GAELE"	TUESDAY, 23rd July, at NOON.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA, and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 6th May, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.	STEAMERS	TO SAIL
"AFRIDI"	"AFRIDI"	24th May
"HILLGLEN"	"HILLGLEN"	14th June
"LOWTHER CASTLE"	"LOWTHER CASTLE"	30th June
"HEATHBURN"	"HEATHBURN"	About 17th July.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 6th May, 1901. (1195-578-1194-988)

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOI, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU," Captain K. Sudojima, will be despatched for the above ports on WEDNESDAY, the 29th May, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th May, 1901. [18]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above ports on THURSDAY, the 30th inst., at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th May, 1901. [1249]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ABRAHAM," will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 15th May, 1901. [1263]

Loosch, German str., 1,020, Jackson, May 15, Butterfield & Swire.

Maidgum Maru, Japanese str., 687, Sobajima, May 15, Mitsui Bussan Kaisha.

Mausang, British str., 1,643, Warah, May 6, Jardine, Matheson & Co.

Nanchang, Brit. str., 1,062, Finlayson, Apr. 23, Butterfield & Swire.

Onsang, British str., 1,787, Young, May 12, Jardine, Matheson & Co.

Petria, British str., 900, Snake, Mar. 25, Arnold, Karberg & Co.

Ragmar, Norw. str., 1,320, Nielson, May 11, East Asiatic Trading Co.

Ranza, British steamer, 3,434, Arnot, May 6, Standard Oil Co.

Sabine Rickmers, British str., 690, Nasbet, May 16, Arnold, Karberg & Co.

Simongan, Dutch str., 1,818, Sandman, April 18, Chinese.

Saisang, British str., 1,776, Tadd, May 15, Jardine, Matheson & Co.

Tacoma, British str., 2,811, Alwon, May 10, Dodwell & Co., Limited.

Taichow, German str., 863, Reher, May 16, Butterfield & Swire.

Taichan, British str., 1,122, Stovell, May 3, Bradley & Co.

Victoria, British str., 2,112, Panton, May 13, Dodwell & Co., Limited.

SAILING VESSELS.

Adolph Obrig, Amr. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co.

Largo Bay, British ship, 1,178, Adams, April 7, Sander, Wisler & Co.

Louise J. Kony, Amr. schr., 155, Olsen, Mar. 30, Master.

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

SPECIAL ANNOUNCEMENT!

FIFTY-TWO SHORT COMPLETE STORIES FOR 1901.

THERE are now appearing weekly in the HONGKONG DAILY PRESS a Series of SHORT STORIES written by the leading Novelists.

Each story is copyrighted and is completed in two bi-weekly instalments. The following is the list of the Story Writers:—

BLANCHE WILK (HANDLER).
H. W. CHAMBERS.
MRS. L. T. MEADE.
SILAS K. HOOKING.
HELEN MATHERS.
REV. S. BARKING-GOULD.
ANABELLA KENNELLY.
GUY BOOTHBY.
MRS. ALEXANDER.
MORLEY ROBERTS.
THE QUEEN OF ROMANIA.
ALGERNON GIBBS.
KATHARINE S. MACQUOID.
FERDUS HUME.
MRS. C. N. WILLIAMSON.
HALLIWELL SUTCLIFFE.
"BITA."
J. MARSHALL MATHER.
KATHARINE TYMAN.
A. ST. JOHN ADCOCK.
MARY LOVETT CAMERON.
WILLIAM WESTALL.
ADELINE SERGEANT.
FRED WISHAW.
JANE BARLOW.
TOM GALLON.
MAY CROMMELIN.
JAMES BAKER.
MABEL QUILLER-COUGH.
A. J. DAWSON.
THE LADY MIDDLETON.

R. W. CHAMBERS is the powerful novelist whose "The Red Republic" created much interest; HELEN MATHERS is a most brilliant lady story writer; MORLEY ROBERTS possesses an enthusiastic constituency; THE QUEEN OF ROMANIA is represented by a most pleasing story; FRED WISHAW's clever novels have been proscribed by the Russian Government; the REV. S. BARKING-GOULD is an ever welcome old favourite; HOWARD FEASE is known as "The Northern Kipling"; H. J. ARSCROFT is a new novelist of exceptional promise; and JOHN FOSTER FRASER contributes one of his strong stories.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

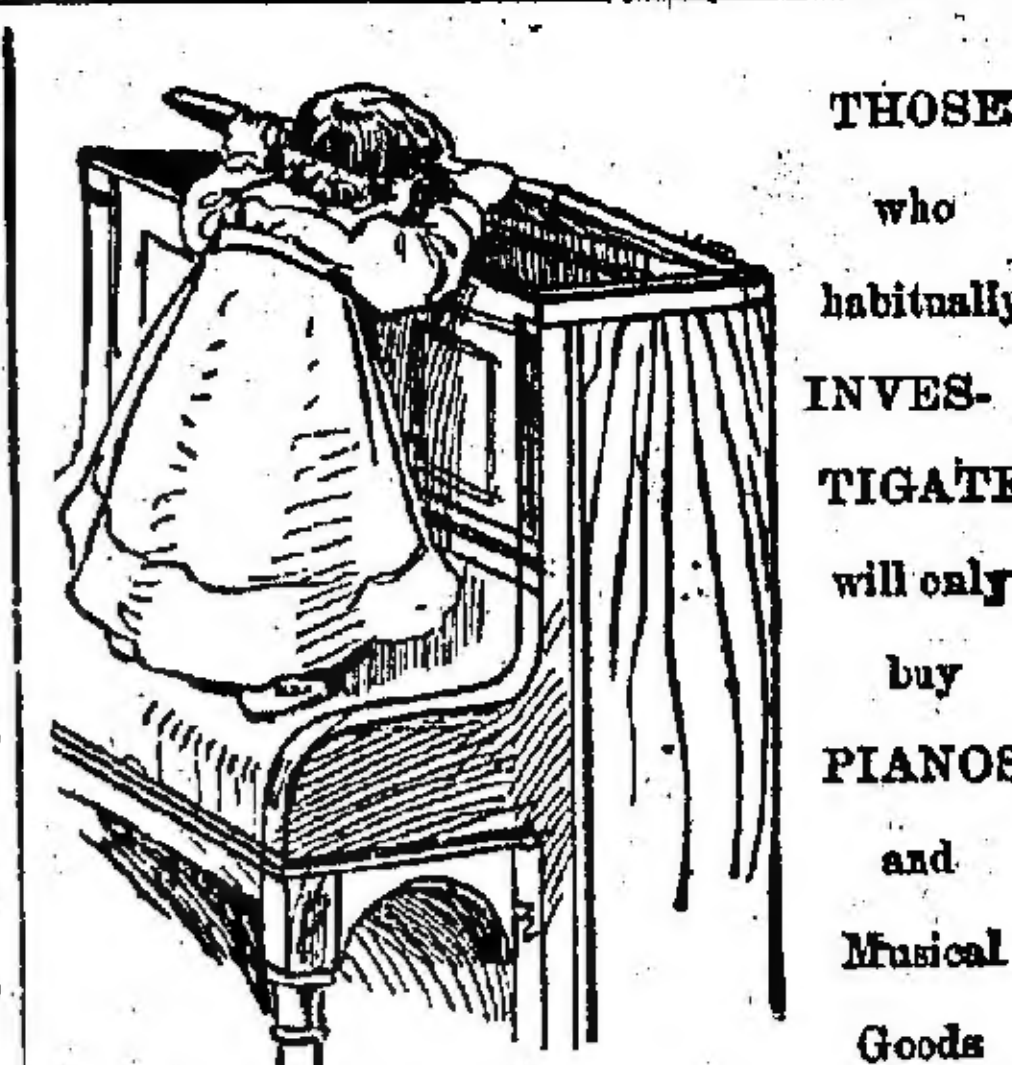
For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.



AT THE
ROBINSON PIANO CO., LD.
QUEEN'S ROAD CENTRAL,
Hongkong, 3rd May, 1901. [1233]

THE CHINA AND JAPAN

TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:—

EXCHANGE LINES,

\$80 Per Annum.

PRIVATE LINES,

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines as more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK,

Including:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS

ON

APPLICATION.

ELECTRIC BELL INSTALLATIONS

BRETTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., apply to—

W. STUART HARRISON, Manager.

Note Address:—No. 2, ICE HOUSE ROAD, Hongkong, 18th January 1899. [2559]

Estimates given for all kinds of Electrical work.

